



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	New Market, VA	<b>Accident Number:</b>	NYC05CA007
<b>Date &amp; Time:</b>	10/15/2004, 2330 EDT	<b>Registration:</b>	N130SV
<b>Aircraft:</b>	Beech A23	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

During the night takeoff roll, as the pilot was rotating the airplane, the left stabilator struck a deer. A portion of the left stabilator separated, and the pilot continued the takeoff. The pilot then circled the airport and performed an emergency landing on the same runway. During the landing, the nose gear collapsed and the airplane came to rest in a grassy area beyond the end of the runway.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A collision with a deer during the takeoff roll. A factor in the accident was the night.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF

### Findings

1. (C) OBJECT - ANIMAL(S)
  2. (F) LIGHT CONDITION - NIGHT
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Occurrence #2: GEAR COLLAPSED  
Phase of Operation: LANDING

## Factual Information

### Pilot Information

Certificate:	Private	Age:	23, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1	Last FAA Medical Exam:	07/08/2004
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	205 hours (Total, all aircraft), 30 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N130SV
Model/Series:	A23	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	MB-485
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320
Registered Owner:	David J. Marcussen	Rated Power:	
Operator:	David J. Marcussen	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	OKV, 727 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	2320 EST	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	3 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	8° C / 8° C
Precipitation and Obscuration:			
Departure Point:	New Market, VA (8W2)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2330 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	New Market Airport (8W2)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	2 None	Latitude, Longitude:	38.650556, -78.700556

## Administrative Information

Investigator In Charge (IIC):	Robert J Gretz	Report Date:	12/28/2004
Additional Participating Persons:			
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).